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U.S. Waterborne Foreign Trade

U.S. DEPARTMENT OF COMMERCE
John T. Connor, Secretary

BUREAU OF THE CENSUS
A. Ross Eckler, Director

SUMMARY REPORT
FT 985

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This report presents statistics on total U.S. waterborne inbound and outbound shipments made in foreign trade, with certain exceptions as specified in the following explanation. Separate data are presented for dry cargo and tanker vessels. In the tables which contain information on trade through individual U.S. customs districts, data are given for all customs districts at which there are vessel shipments. Data are also given for those individual ports within each district which have a combined export and import tonnage averaging five million pounds or more per month during the calendar year 1965. The customs district totals shown reflect trade through all ports in the district, including those ports for which data are not shown separately. Totals shown in this report for previous months include current revisions.

Effective January 1966 the statistics on waterborne exports of domestic and foreign merchandise and non-Department of Defense shipments of Special Category commodities reflect fully compiled data for shipments to Canada individually valued at $2,000 and over combined with estimated data for shipments valued $100-$1,999, based on a 10-percent sample of such shipments. For countries other than Canada, the export statistics reflect fully compiled data for shipments individually valued at $500 and over combined with estimated data for shipments valued $100-$499, based on a 50-percent sample of such shipments. Data on shipments valued under $100 are excluded from the statistics on waterborne exports. Prior to January 1966, the statistics on waterborne exports of domestic and foreign merchandise and non-Department of Defense shipments of Special Category commodities excluded shipments to Canada individually valued at less than $2,000 and shipments to other countries individually valued at less than $500.

Vessel export figures in this report, shown in columns 4, 9, 13, and 16 of table 1 and in table 3, represent exports of domestic and foreign merchandise laden at the U.S. Customs area for shipment to foreign countries and include export shipments to U.S. civilian Government agencies and non-Department of Defense controlled foreign aid program shipments as described below. Excluded from these figures are shipments to the U.S. Armed Forces abroad of supplies and equipment for their own use as well as the other types of shipments described below for which information is shown in separate columns in table 1.

Department of Defense controlled and Special Category figures, shown in columns 6 and 11 of table 1 and in tables 5 and 6 of this report, cover consolidated data for the following types of shipments:

1. Vessel export shipments of Department of Defense controlled cargo under special foreign aid programs such as Department of Defense Military Assistance Program—Grant-Aid, etc., shipped on commercial or military vessels (vessels owned and operated by Department of Defense).

2. Vessel export shipments of Special Category commodities not controlled by the Department of Defense for which detailed information cannot be shown separately because of security reasons. For a list of Special Category commodities and an explanation of their presentation in foreign trade statistics, see the January 1965 issue of Report FT 410.

Only shipping weight data in terms of U.S. port or coastal district of lading and foreign trade area of unlading are shown for these classes of shipments since information on the dollar value of exports of Department of Defense controlled cargo is not available at this level of detail. Consequently, the total value figures shown in columns 12 and 15 of table 1 for dry cargo and tanker shipments in that order correspond to the shipping weight figures shown in columns 3 and 8, respectively, of the same table.

Effective January 1965, some changes were made in security restrictions, without a corresponding change in restrictions applying to earlier periods. Therefore, the shipping weight data for Department of Defense and Special Category shipments presented in tables 1, 5, and 6 exclude some commodities which are no longer classified as Special Category commodities beginning with January 1965. However, for periods prior to 1965, such commodities are included in the data for Department of Defense and Special Category shipments. Because of this, and also because of changes in the content of Special Category commodities effective January 1965, in some cases the current figures for Department of Defense and Special Category shipments are not comparable with those for periods prior to 1965. Likewise, in some cases the current figures for exports of domestic and foreign merchandise (other than Department of Defense and Special Category shipments) are not comparable with those for periods prior to 1965 since the current figures include exports of those commodities which were declassified effective January 1965, but which were not included in the figures for exports of domestic and foreign merchandise prior to 1965.

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Vessel import figures, shown in columns 3, 6, 9 and 12 of table 2 and in table 4 of this report, are general imports and represent the total of imports for immediate consumption plus entries into customs bonded storage and manufacturing warehouses made at the U.S. Customs area from foreign countries. Vessel import figures exclude American goods returned by the U.S. Armed Forces for their own use and import shipments on Army or Navy transports. Effective July 1965, the statistics also exclude data on shipments valued $250 and under reported on both formal and informal entries. (Informal entries, by definition, are limited to items valued not more than $250.) Prior to July 1965, the import statistics excluded formal entry shipments valued at less than $100 and informal entry shipments valued $250 and under.

The following types of shipments are excluded from both the vessel export and import data: (1) shipments of household and personal effects, (2) shipments by mail and parcel post, and (3) shipments of vessels under their own power and afloat. United States trade with Puerto Rico and with United States possessions is not reported as U.S. exports and imports.

Merchandise shipped in bond through the United States in transit from one foreign country to another without having been entered as an import is not included in any of the figures in the columns previously referred to (imported merchandise cleared through Customs and subsequently reexported is included in both the import and export statistics). Separate information for the waterborne portion of the intransit trade in terms of shipping weight and dollar value is presented in this report in tables 1 and 2. Columns 5, 10, 14, and 17 of table 1 reflect intransit merchandise laden aboard vessels at U.S. ports, while columns 4, 7, 10, and 13 of table 2 reflect such merchandise unladen from vessels.

The waterborne outbound and inbound intransit statistics include (1) foreign merchandise transferred from one vessel to another in the U.S. port of arrival and shipped to a foreign country without being released from Customs custody in the United States; and (2) foreign merchandise arriving by vessel at one U.S. port, shipped through the United States under Customs bond, and leaving the United States by vessel from a port other than that at which it arrived. In addition, the waterborne outbound intransit statistics also include (1) foreign merchandise withdrawn from a general order warehouse for immediate export by vessel or for transportation and export by vessel (such merchandise was not recorded as an import when it entered the warehouse), and (2) foreign merchandise shipped via vessel from a U.S. Foreign Trade Zone to a foreign country (such merchandise is deposited in the Foreign Trade Zone without being entered as an import). Any inbound or outbound intransit merchandise moving by methods of transportation other than vessel is excluded from the intransit statistics. Thus, merchandise arriving at the United States by vessel and leaving by some other method of transportation is included in the inbound data only. On the other hand, merchandise arriving by other than waterborne transportation and laden aboard vessels upon departure is included in the outbound statistics but not in the inbound data. The inbound and outbound segments, therefore, do not counterbalance one another and are complementary only insofar as they involve merchandise carried by vessels to and from the United States. For a more detailed discussion of the intransit trade statistics and the types of shipments excluded from these data see the February 1953 issue of the Foreign Trade Statistics Notes.

All types of outbound vessel shipments in tables 1 and 5 are credited to the coastal districts, customs districts, and ports at which the merchandise was laden. All types of inbound vessel shipments in table 2 are credited to the coastal districts, customs districts, and ports at which merchandise was unladen. In the case of vessel general imports this is not necessarily the same as the customs district in which the goods were entered into warehouse or entered for immediate consumption.

Vessel exports in tables 3 and 6 are credited to the foreign trade areas at which the merchandise was unladen. Vessel imports in table 4 are credited to the foreign trade areas at which the merchandise was laden aboard the vessels carrying the cargo to the United States. The countries of destination or origin of merchandise are not necessarily located within the trade areas to which the merchandise is shipped or from which it is received. Detailed definitions of foreign trade areas in terms of the countries and ports included in each are contained in Schedule R, Code Classification and Definition of Foreign Trade Areas.

Shipping weight figures represent the gross weight of shipments, including the weight of containers, wrappings, crates and moisture content. Vessel export values represent the values at time and place of export. They are based on the selling price (or on the cost if not sold) and include inland freight, insurance and other charges to place of export. Transportation and other costs beyond the United States port of exportation are excluded. Vessel import values, as well as the values for intransit shipments, are generally based on the market or selling price and are in general f.o.b. the exporting country. Since intransit merchandise is not subject to the imposition of import duties at the United States, the valuation reported for such shipments is not verified by customs to the extent applicable in the case of import entries and may in some cases include transportation costs and insurance to the United States as well as other cost elements.

Vessel shipments in tables 1 and 2 are classified as dry cargo or tanker shipments solely on the basis of the type of vessel used without regard to the cargo carried. Tanker vessels are those primarily designed for the carriage of liquid cargoes in bulk, while all others are classified as dry cargo vessels. A further segregation of dry cargo vessel shipments is provided in tables 3-6 on the basis of type of service, i.e., liner (berth) or irregular (tramp). Liner service is that type of service offered by a regular line operator of dry cargo vessels on berth. The itineraries and sailing schedules of such vessels are predetermined and fixed. Irregular or tramp service is that type of service afforded by dry cargo vessels which are chartered or otherwise hired for the carriage of goods on special voyages. Vessels in this type of service are not on berth and their sailing schedules are not predetermined or fixed.

Table 1.–U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND INTRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING

(Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Customs district and port	Shipping weight (in millions of pounds)											Value (in millions of dollars)					
	Grand total	Dry cargo					Tanker					Dry cargo			Tanker		
		Total	Domestic, foreign and intransit cargo			Dept. of Defense and "Special category"	Total	Domestic, foreign and intransit cargo			Dept. of Defense and "Special category"	Total	Domestic and foreign	In-transit	Total	Domestic and foreign	In-transit
			Total	Domestic and foreign	In-transit			Total	Domestic and foreign	In-transit							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Total all districts:																	
Monthly average 1965	28,838	25,282	25,224	25,102	123	58	3,556	3,556	3,533	22	-	1,334	1,301	32	110	109	1
March 1965	30,237	26,453	26,363	26,240	124	90	3,784	3,784	3,761	23	-	1,883	1,842	42	123	122	1
February 1966	27,242	24,486	24,430	24,260	170	56	2,756	2,756	2,700	57	(Z)	1,364	1,322	42	76	74	1
March 1966	31,243	26,888	26,789	26,567	221	100	4,355	4,355	4,355	(Z)	(Z)	1,677	1,625	52	115	115	(Z)
North Atlantic Coast Districts	10,977	10,433	10,401	10,300	101	32	543	543	543	(Z)	(Z)	901	864	37	11	11	(Z)
Portland, Maine	37	37	37	37	-	-	-	-	-	-	-	2	2	-	-	-	-
Portland, Maine	24	24	24	24	-	-	-	-	-	-	-	1	1	-	-	-	-
Bangor, Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastport, Maine	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Portsmouth, N.H.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Belfast, Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Searsport, Maine	12	12	12	12	-	-	-	-	-	-	-	1	1	-	-	-	-
Boston, Mass	91	91	91	91	(Z)	-	(Z)	(Z)	(Z)	-	-	8	8	(Z)	(Z)	(Z)	-
Boston	85	85	85	84	(Z)	-	(Z)	(Z)	(Z)	-	-	8	8	(Z)	(Z)	(Z)	-
Gloucester	6	6	6	6	(Z)	-	-	-	-	-	-	1	1	(Z)	-	-	-
New Bedford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fall River	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Salem	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Providence, R.I.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Providence	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Bridgeport, Conn	19	-	-	-	-	-	19	19	19	-	-	-	-	-	(Z)	(Z)	-
Bridgeport	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Haven	19	-	-	-	-	-	19	19	19	-	-	-	-	-	(Z)	(Z)	-
New London	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York City, N.Y.	1,337	1,294	1,284	1,194	90	10	42	42	42	(Z)	(Z)	677	642	35	4	4	(Z)
New York	1,305	1,284	1,274	1,184	90	10	21	21	21	(Z)	(Z)	677	642	35	3	3	(Z)
Albany	31	10	10	10	-	-	22	22	22	-	-	(Z)	(Z)	-	1	1	-
Philadelphia, Pa.	602	561	559	558	1	3	41	41	41	-	-	39	39	(Z)	1	1	-
Philadelphia, Pa.	548	548	545	545	1	3	(Z)	(Z)	(Z)	-	-	39	38	(Z)	(Z)	(Z)	-
Chester, Pa.	19	1	1	1	-	-	18	18	18	-	-	(Z)	(Z)	-	(Z)	(Z)	-
Wilmington, Del.	1	1	1	1	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Paulsboro, N.J.	27	8	8	8	-	-	19	19	19	-	-	(Z)	(Z)	-	1	1	-
Camden, N.J.	1	1	1	1	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Gloucester City, N.J.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marcus Hook, Pa.	6	2	2	2	-	-	4	4	4	-	-	(Z)	(Z)	-	(Z)	(Z)	-
Baltimore, Md.	1,486	1,425	1,408	1,399	9	17	61	61	61	-	-	75	73	1	2	2	-
Baltimore	1,485	1,425	1,408	1,399	9	17	61	61	61	-	-	75	73	1	2	2	-
Norfolk, Va.	7,405	7,025	7,023	7,022	1	2	380	380	380	-	-	100	100	(Z)	4	4	-
Norfolk	5,030	4,844	4,842	4,841	1	2	186	186	186	-	-	64	63	(Z)	1	1	-
Newport News	2,370	2,176	2,176	2,176	(Z)	(Z)	194	194	194	-	-	36	36	(Z)	3	3	-
Richmond	5	5	5	5	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Alexandria	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-

See footnotes at end of table.

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Customs district and port	Shipping weight (in millions of pounds)											Value (in millions of dollars)					
	Grand total	Dry cargo					Tanker					Dry cargo			Tanker		
		Total	Domestic, foreign and intransit cargo			Dept. of Defense and "Special category"	Total	Domestic, foreign and intransit cargo			Dept. of Defense and "Special category"	Total	Domestic and foreign	In-transit	Total	Domestic and foreign	In-transit
			Total	Domestic and foreign	In-transit			Total	Domestic and foreign	In-transit							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
South Atlantic Coast Districts	797	624	620	617	3	4	173	173	173	-	-	74	73	1	3	3	-
Wilmington, N.C.	39	39	36	36	-	3	(Z)	(Z)	(Z)	-	-	13	13	-	(Z)	(Z)	-
Wilmington	24	24	21	21	-	3	(Z)	(Z)	(Z)	-	-	3	3	-	(Z)	(Z)	-
Beaufort-Morehead City	15	15	15	15	-	-	-	-	-	-	-	10	10	-	-	-	-
Charleston, S.C.	184	184	184	184	(Z)	(Z)	-	-	-	-	-	20	20	(Z)	-	-	-
Charleston	162	162	161	161	(Z)	(Z)	-	-	-	-	-	18	18	(Z)	-	-	-
Georgetown	23	23	23	23	-	-	-	-	-	-	-	2	2	-	-	-	-
Savannah, Ga.	151	141	141	141	(Z)	(Z)	10	10	10	-	-	15	15	(Z)	(Z)	(Z)	-
Brunswick	16	16	16	16	-	-	-	-	-	-	-	2	2	-	-	-	-
Savannah	134	125	124	124	(Z)	(Z)	10	10	10	-	-	14	14	(Z)	(Z)	(Z)	-
Tampa, Fla[1]	110	108	108	108	(Z)	-	1	1	1	-	-	5	5	(Z)	(Z)	(Z)	-
Jacksonville	106	105	105	105	(Z)	-	1	1	1	-	-	4	4	(Z)	(Z)	(Z)	-
Port Canaveral	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
San Juan, Puerto Rico	211	49	49	49	(Z)	(Z)	162	162	162	-	-	3	3	(Z)	2	2	-
Guanica	47	19	19	19	-	-	27	27	27	-	-	(Z)	(Z)	-	(Z)	(Z)	-
Mayaguez	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Ponce	10	10	10	10	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
San Juan	20	19	19	19	(Z)	(Z)	1	1	1	-	-	2	2	(Z)	(Z)	(Z)	-
Miami, Fla[1]	102	101	101	99	2	(Z)	(Z)	(Z)	(Z)	-	-	18	18	1	(Z)	(Z)	-
Miami	52	52	52	51	1	(Z)	(Z)	(Z)	(Z)	-	-	14	13	1	(Z)	(Z)	-
Port Everglades	31	31	31	29	1	-	(Z)	(Z)	(Z)	-	-	2	1	(Z)	(Z)	(Z)	-
West Palm Beach	11	11	11	11	(Z)	-	-	-	-	-	-	3	3	(Z)	-	-	-
Gulf Coast Districts	13,931	11,206	11,179	11,089	90	27	2,725	2,725	2,725	(Z)	-	482	469	13	91	90	(Z)
Tampa, Fla[1]	1,298	1,298	1,298	1,298	-	-	(Z)	(Z)	(Z)	-	-	11	11	-	(Z)	(Z)	-
Tampa	1,289	1,289	1,289	1,289	-	-	(Z)	(Z)	(Z)	-	-	11	11	-	(Z)	(Z)	-
Bocagrande	10	10	10	10	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Mobile, Ala.	1,385	1,049	1,047	1,046	1	3	335	335	335	-	-	43	42	(Z)	9	9	-
Mobile, Ala.	554	528	525	524	1	3	26	26	26	-	-	24	23	(Z)	1	1	-
Gulfport, Miss.	19	19	19	19	-	-	-	-	-	-	-	1	1	-	-	-	-
Pascagoula, Miss.	725	420	420	420	-	-	305	305	305	-	-	12	12	-	8	8	-
Panama City, Fla.	55	53	53	53	-	-	2	2	2	-	-	3	3	-	(Z)	(Z)	-
Pensacola, Fla.	22	22	22	22	-	-	-	-	-	-	-	2	2	-	-	-	-
Port St. Joe, Fla.	9	7	7	7	-	-	2	2	2	-	-	(Z)	(Z)	-	(Z)	(Z)	-
New Orleans, La.	4,724	4,181	4,160	4,149	10	22	543	543	543	(Z)	-	216	214	3	18	18	(Z)
New Orleans	2,023	1,952	1,930	1,920	10	22	71	71	71	(Z)	-	143	140	2	3	3	(Z)
Baton Rouge	1,106	874	874	874	(Z)	-	233	233	233	-	-	30	30	(Z)	5	5	-
Port Sulphur	142	87	87	87	-	-	55	55	55	-	-	2	2	-	1	1	-
Port Arthur, Tex.	1,720	943	942	942	-	2	776	776	776	-	-	28	28	-	22	22	-
Port Arthur, Tex.	632	348	348	348	-	-	284	284	284	-	-	8	8	-	9	9	-
Orange, Tex.	11	11	11	11	-	-	-	-	-	-	-	1	1	-	-	-	-
Beaumont, Tex.	880	470	469	469	-	2	410	410	410	-	-	13	13	-	11	11	-
Lake Charles, La.	196	114	114	114	-	-	82	82	82	-	-	6	6	-	2	2	-
Galveston, Tex.	2,317	1,928	1,928	1,928	(Z)	-	389	389	389	-	-	67	66	(Z)	17	17	-
Galveston	1,390	1,341	1,341	1,341	(Z)	-	49	49	49	-	-	48	48	(Z)	1	1	-
Freeport	158	62	62	62	-	-	96	96	96	-	-	4	4	-	7	7	-
Corpus Christi	705	520	520	519	(Z)	-	185	185	185	-	-	13	13	(Z)	5	5	-
Texas City	63	4	4	4	-	-	59	59	59	-	-	(Z)	(Z)	-	4	4	-
Laredo, Tex.	80	80	80	9	71	-	-	-	-	-	-	9	1	7	-	-	-
Brownsville	80	80	80	9	71	-	-	-	-	-	-	9	1	7	-	-	-

See footnotes at end of table.

Gulf Coast Districts--Continued																	
Cleveland, Ohio (Louisville, Ky.)[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Louis, Mo.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Miami, Fla. (Key West)[1]	(Z)	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	(Z)	(Z)	(Z)	-	-	-
Houston, Tex.	2,407	1,726	1,725	1,717	8	1	681	681	681	-	-	108	107	2	25	25	-
Houston	2,407	1,726	1,725	1,717	8	1	681	681	681	-	-	108	107	2	25	25	-
South Pacific Coast District	2,723	1,944	1,927	1,918	8	18	779	779	779	-	-	143	141	2	8	8	-
San Diego, Calif.	40	40	40	40	(Z)	-	-	-	-	-	-	3	3	(Z)	-	-	-
San Diego	40	40	40	40	(Z)	-	-	-	-	-	-	3	3	(Z)	-	-	-
Los Angeles, Calif.	1,679	997	994	988	6	2	683	683	683	-	-	60	60	(Z)	6	6	-
Los Angeles	933	508	508	502	6	(Z)	425	425	425	-	-	30	30	(Z)	3	3	-
Long Beach	708	484	482	482	(Z)	2	224	224	224	-	-	30	30	(Z)	3	3	-
El Segundo	34	-	-	-	-	-	34	34	34	-	-	-	-	-	(Z)	(Z)	-
Port Hueneme	4	4	4	4	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
San Francisco, Calif.	980	896	881	880	1	15	84	84	84	-	-	78	77	1	1	1	-
Eureka	9	9	9	9	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
San Francisco	255	217	217	216	1	(Z)	38	38	38	-	-	44	43	1	(Z)	(Z)	-
Stockton	294	294	292	292	-	3	-	-	-	-	-	11	11	-	-	-	-
Oakland	110	110	100	100	(Z)	10	-	-	-	-	-	8	8	(Z)	-	-	-
Richmond	72	67	67	67	-	(Z)	6	6	6	-	-	4	4	-	(Z)	(Z)	-
Alameda	42	35	34	34	(Z)	(Z)	7	7	7	-	-	6	6	(Z)	1	1	-
Sacramento	72	72	72	72	-	-	-	-	-	-	-	3	3	-	-	-	-
Martinez	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Redwood City	40	40	40	40	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Selby	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Honolulu, Hawaii	23	11	11	11	(Z)	-	12	12	12	-	-	1	1	(Z)	(Z)	(Z)	-
Honolulu	23	11	11	11	(Z)	-	12	12	12	-	-	1	1	(Z)	(Z)	(Z)	-
North Pacific Coast Districts	2,648	2,539	2,521	2,502	19	18	109	109	109	-	-	75	75	(Z)	3	3	-
Portland, Oreg.	1,414	1,340	1,340	1,340	(Z)	(Z)	74	74	74	-	-	40	40	(Z)	2	2	-
Astoria, Oreg.	107	107	107	107	-	-	-	-	-	-	-	2	2	-	-	-	-
Coos Bay, Oreg.	149	149	149	149	-	-	-	-	-	-	-	3	3	-	-	-	-
Portland, Oreg.	635	580	579	579	(Z)	(Z)	56	56	56	-	-	20	20	(Z)	1	1	-
Longview, Wash.	232	232	232	232	-	-	-	-	-	-	-	7	7	-	-	-	-
Vancouver, Wash.	148	148	148	148	-	-	-	-	-	-	-	4	4	-	-	-	-
Seattle, Wash.	1,167	1,132	1,114	1,095	19	18	35	35	35	-	-	33	32	(Z)	1	1	-
Seattle	320	320	303	302	2	17	-	-	-	-	-	15	15	(Z)	-	-	-
Tacoma	277	241	240	223	17	1	35	35	35	-	-	9	9	(Z)	1	1	-
Aberdeen-Hoquiam	110	110	110	110	-	-	-	-	-	-	-	2	2	-	-	-	-
Bellingham	131	131	131	131	-	-	-	-	-	-	-	1	1	-	-	-	-
Everett	77	77	77	77	-	(Z)	-	-	-	-	-	2	2	-	-	-	-
Port Angeles	52	52	52	52	(Z)	(Z)	-	-	-	-	-	2	2	(Z)	-	-	-
Port Townsend	2	2	2	2	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Anacortes	72	72	72	72	-	-	-	-	-	-	-	1	1	-	-	-	-
South Bend	13	13	13	13	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Olympia	32	32	32	32	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Juneau, Alaska	67	67	67	67	-	-	-	-	-	-	-	3	3	-	-	-	-
Ketchikan	18	18	18	18	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Wrangell	23	23	23	23	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Sitka	26	26	26	26	-	-	-	-	-	-	-	2	2	-	-	-	-
Great Lakes Districts	168	142	141	141	(Z)	1	26	26	26	-	-	2	2	(Z)	(Z)	(Z)	-
Ogdensburg, N.Y.	2	2	2	2	-	-	-	-	-	-	-	1	1	-	-	-	-
Ogdensburg	2	2	2	2	-	-	-	-	-	-	-	1	1	-	-	-	-
Massena	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Waddington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See footnotes at end of table.

Table 1.--U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND INTRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING--Continued

Customs district and port	Shipping weight (in millions of pounds)											Value (in millions of dollars)					
		Dry cargo					Tanker					Dry cargo			Tanker		
	Grand total	Total	Domestic, foreign and intransit cargo			Dept of Defense and "Special category"	Total	Domestic, foreign and intransit cargo			Dept of Defense and "Special category"	Total	Domestic and foreign	In transit	Total	Domestic and foreign	In transit
			Total	Domestic and foreign	In transit			Total	Domestic and foreign	In transit							
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Great Lakes Districts--Continued																	
Buffalo, N.Y.	8	8	8	8	(Z)	-	-	-	-	-	-	(Z)	(Z)	(Z)	-	-	-
Buffalo-Niagara Falls	(Z)	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	(Z)	(Z)	(Z)	-	-	-
Rochester	8	8	8	8	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Oswego	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sodus Point	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Duluth, Minn.	(Z)	(Z)	(Z)	(Z)	-	-	(Z)	(Z)	(Z)	-	-	(Z)	(Z)	-	(Z)	(Z)	-
Duluth, Minn.	(Z)	-	-	-	-	-	(Z)	(Z)	(Z)	-	-	-	-	-	(Z)	(Z)	-
International Falls-Ranier, Minn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Superior, Wis.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Milwaukee, Wis.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Milwaukee	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Marinette	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Racine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Detroit, Mich.	85	59	59	59	(Z)	(Z)	26	26	26	-	-	(Z)	(Z)	(Z)	(Z)	(Z)	-
Detroit	(Z)	(Z)	(Z)	(Z)	-	(Z)	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Saginaw Bay City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Escanaba	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marquette	26	(Z)	(Z)	(Z)	-	-	26	26	26	-	-	(Z)	(Z)	-	(Z)	(Z)	-
Muskegon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rogers City	3	3	3	3	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Presque Isle	23	23	23	23	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Chicago, Ill.	31	31	31	31	-	-	-	-	-	-	-	1	1	-	-	-	-
Chicago, Ill.	31	31	31	31	-	-	-	-	-	-	-	1	1	-	-	-	-
East Chicago, Ind.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gary, Ind.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cleveland, Ohio[1]	40	40	40	40	-	(Z)	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Cleveland, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Toledo, Ohio	40	40	40	40	-	(Z)	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Erie, Pa.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandusky, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ashtabula, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Conneaut, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lorain, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- Represents zero.
Z Less than 500,000 pounds; less than 500,000 dollars.
[1]Port totals of Customs Districts having ports located in more than one coastal district should be combined to obtain total exports for the Customs District.

Table 2.—U.S. GENERAL IMPORTS AND INBOUND INTRANSIT MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING

[Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts]

Customs district and port	Shipping weight in millions of pounds							Value in millions of dollars					
	Grand total	Dry cargo			Tanker			Dry cargo			Tanker		
		Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Total all districts:													
Monthly average													
1965	[illegible],918	20,638	20,553	85	24,280	22,[illegible]44	2,234	1,201	1,086	15	181	159	22
March 1965	48,382	19,283	19,158	125	29,109	26,877	2,232	1,211	1,190	21	214	171	43
February 1966	38,516	13,323	13,200	123	25,193	21,943	3,250	1,089	1,059	30	257	153	98
March 1966	46,342	17,037	16,939	98	29,310	27,026	2,284	1,327	1,286	41	230	193	37
North Atlantic Coast Districts	30,335	2,533	2,499	34	21,782	19,003	2,779	345	309	36	163	127	36
Portland, Maine	3,579	62	62	[illegible]	3,517	738	2,779	2	2	[illegible]	41	5	36
Portland, Maine	3,702	15	15	[illegible]	3,687	228	2,779	1	1	[illegible]	37	1	36
Bangor, Maine	25	24	[illegible]	-	25	25	-	[illegible]	[illegible]	-	[illegible]	[illegible]	-
Eastport, Maine	1	1	1	-	-	-	-	[illegible]	[illegible]	-	-	-	-
Portsmouth, N.H.	154	35	35	-	119	119	-	[illegible]	2	-	1	1	-
Belfast, Maine	99	-	-	-	99	99	-	-	-	-	1	1	-
Searsport, Maine	280	11	11	-	190	190	-	2	2	-	3	3	-
Boston, Mass.	1,801	330	329	1	1,471	1,471	-	64	64	[illegible]	8	8	-
Everett	1,563	303	302	1	1,260	1,260	-	59	59	[illegible]	7	7	-
Gloucester	27	27	27	[illegible]	-	-	-	1	1	[illegible]	-	-	-
New Bedford	80	7	7	-	73	73	-	2	2	-	[illegible]	[illegible]	-
Fall River	87	3	3	-	84	84	-	[illegible]	[illegible]	-	[illegible]	[illegible]	-
Salem	73	-	-	-	73	73	-	-	-	-	[illegible]	[illegible]	-
Providence, R.I.	242	38	38	-	205	205	[illegible]	2	2	-	1	1	[illegible]
Providence	232	26	25	-	205	205	[illegible]	2	2	-	1	1	[illegible]
Bridgeport, Conn.	864	65	65	[illegible]	799	799	-	3	3	[illegible]	4	4	-
Bridgeport	96	19	19	-	77	77	-	[illegible]	[illegible]	-	[illegible]	[illegible]	-
New Haven	684	84	84	[illegible]	580	580	-	2	2	[illegible]	3	3	-
New London	153	12	12	-	141	141	-	1	1	-	1	1	-
New York City, N.Y.	9,497	2,343	2,293	49	7,353	7,354	[illegible]	564	529	35	46	44	[illegible]
New York	9,504	2,338	2,289	49	7,168	7,168	[illegible]	564	529	35	42	42	[illegible]
Albany	189	3	3	-	186	186	-	[illegible]	[illegible]	-	1	1	-
Philadelphia, Pa.	10,138	3,602	3,602	[illegible]	6,536	6,536	-	86	86	[illegible]	47	47	-
Philadelphia, Pa.	5,290	3,306	3,306	[illegible]	1,984	1,984	-	80	80	[illegible]	24	24	-
Chester, Pa.	564	-	-	-	564	564	-	-	-	-	4	4	-
Wilmington, Del.	1,429	129	129	-	1,300	1,300	-	4	4	-	9	9	-
Paulsboro, N.J.	2,090	37	37	-	2,060	2,060	-	[illegible]	[illegible]	-	16	16	-
Camden, N.J.	288	54	54	-	234	234	-	2	2	-	2	2	-
Gloucester City, N.J.	44	5	5	-	39	39	-	[illegible]	[illegible]	-	[illegible]	[illegible]	-
Marcus Hook, Pa.	425	-	-	-	425	425	-	-	-	-	3	3	-
Baltimore, Md.	2,522	1,660	1,657	3	862	862	-	78	78	[illegible]	6	6	-
Baltimore	2,522	1,660	1,657	3	862	862	-	78	78	[illegible]	6	6	-
Norfolk, Va.	1,462	425	425	[illegible]	1,037	1,037	-	48	48	[illegible]	7	7	-
Norfolk	820	286	286	[illegible]	534	534	-	28	28	[illegible]	3	3	-
Newport News	602	106	106	[illegible]	496	496	-	15	15	[illegible]	4	4	-
Richmond	13	8	8	-	5	5	-	[illegible]	[illegible]	-	[illegible]	[illegible]	-
Alexandria	35	35	35	-	-	-	-	2	2	-	-	-	-
South Atlantic Coast Districts	4,701	933	932	1	3,768	3,768	-	83	83	[illegible]	27	27	-
Wilmington, N.C.	215	88	88	[illegible]	127	127	-	4	4	[illegible]	1	1	-
Wilmington	106	88	88	[illegible]	18	18	-	4	4	[illegible]	[illegible]	[illegible]	-
Beaufort-Morehead City	109	[illegible]	[illegible]	-	109	109	-	[illegible]	[illegible]	-	1	1	-
Charleston, S.C.	356	140	140	[illegible]	216	216	-	22	22	[illegible]	2	2	-
Charleston	318	139	139	[illegible]	179	179	-	22	22	[illegible]	1	1	-
Georgetown	38	1	1	-	37	37	-	[illegible]	[illegible]	-	[illegible]	[illegible]	-
Savannah, Ga.	330	146	146	-	184	184	-	17	17	-	1	1	-
Brunswick	24	24	24	-	-	-	-	[illegible]	[illegible]	-	-	-	-
Savannah	306	122	121	-	184	184	-	17	17	-	1	1	-
Tampa, Fla.	702	250	250	[illegible]	452	452	-	12	12	[illegible]	3	3	-
Jacksonville	564	245	245	[illegible]	319	319	-	12	12	[illegible]	2	2	-
Port Canaveral	138	5	5	-	133	133	-	[illegible]	[illegible]	-	1	1	-
San Juan, Puerto Rico	2,523	213	213	[illegible]	2,310	2,310	-	14	14	[illegible]	16	16	-
Guanica	1	1	1	-	-	-	-	[illegible]	[illegible]	-	-	-	-
Mayaguez	18	18	18	-	-	-	-	2	2	-	-	-	-
Ponce	25	25	25	-	-	-	-	1	1	-	-	-	-
San Juan	732	168	168	[illegible]	564	564	-	11	11	[illegible]	3	3	-
Miami, Fla.	572	95	95	1	477	477	-	12	10	[illegible]	4	4	-
Miami	72	49	49	[illegible]	23	23	-	3	3	[illegible]	[illegible]	[illegible]	-
Port Everglades	371	37	37	[illegible]	334	334	-	3	3	[illegible]	2	2	-
West Palm Beach	127	9	9	[illegible]	118	118	-	1	1	[illegible]	1	1	-

See footnotes at end of table.

Table 2.–U.S. GENERAL IMPORTS AND INBOUND INTRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING–Continued

Customs district and port	Shipping weight (in millions of pounds)							Value (in millions of dollars)					
	Grand total	Dry cargo			Tanker			Dry cargo			Tanker		
		Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Gulf Coast Districts	6,711	5,370	5,356	14	1,341	1,336	5	179	176	3	12	12	(Z)
Tampa, Fla.[1]	312	100	100	(Z)	212	212	-	6	6	(Z)	2	2	-
Tampa	276	100	100	(Z)	176	176	-	6	6	(Z)	2	2	-
Bocagrande	37	-	-	-	37	37	-	-	-	-	(Z)	(Z)	-
Mobile, Ala.	1,719	1,531	1,531	-	188	188	-	16	16	-	1	1	-
Mobile, Ala.	1,564	1,454	1,454	-	110	110	-	13	13	-	1	1	-
Gulfport, Miss.	45	45	45	-	-	-	-	2	2	-	-	-	-
Pascagoula, Miss.	9	9	9	-	-	-	-	(Z)	(Z)	-	-	-	-
Panama City, Fla.	33	-	-	-	33	33	-	-	-	-	(Z)	(Z)	-
Pensacola, Fla.	22	22	22	-	-	-	-	1	1	-	-	-	-
Port St. Joe, Fla.	45	(Z)	(Z)	-	45	45	-	(Z)	(Z)	-	(Z)	(Z)	-
New Orleans, La.	2,779	2,458	2,446	12	321	316	5	89	88	1	4	4	(Z)
New Orleans	918	698	686	12	220	215	5	69	68	1	4	4	(Z)
Baton Rouge	1,250	1,191	1,191	-	59	59	-	12	12	-	(Z)	(Z)	-
Port Sulphur	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Port Arthur, Tex.	80	42	42	-	38	38	-	3	3	-	1	1	-
Port Arthur, Tex.	43	9	9	-	34	34	-	(Z)	(Z)	-	(Z)	(Z)	-
Orange, Tex.	-	-	-	-	-	-	-	-	-	-	-	-	-
Beaumont, Tex.	4	4	4	-	-	-	-	(Z)	(Z)	-	-	-	-
Lake Charles, La.	32	28	28	-	4	4	-	2	2	-	(Z)	(Z)	-
Galveston, Tex.	864	824	824	(Z)	40	40	-	13	13	(Z)	(Z)	(Z)	-
Galveston	59	59	59	(Z)	-	-	-	6	6	(Z)	-	-	-
Freeport	8	8	8	-	(Z)	(Z)	-	(Z)	(Z)	-	(Z)	(Z)	-
Corpus Christi	343	303	303	(Z)	40	40	-	4	4	(Z)	(Z)	(Z)	-
Texas City	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Laredo, Tex.	290	3	2	1	287	287	-	1	(Z)	1	2	2	-
Brownsville	290	3	2	1	287	287	-	1	(Z)	1	2	2	-
Cleveland, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-
(Louisville, Ky.)[1]	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Louis, Mo.	-	-	-	-	-	-	-	-	-	-	-	-	-
Miami, Fla. (Key West)[1]	21	(Z)	(Z)	(Z)	21	21	-	(Z)	(Z)	(Z)	(Z)	(Z)	-
Houston, Tex.	646	411	410	1	235	234	1	50	50	(Z)	2	2	(Z)
Houston	646	411	410	1	235	234	1	50	50	(Z)	2	2	(Z)
South Pacific Coast Districts	3,856	1,130	1,126	4	2,726	2,726	(Z)	183	182	1	25	25	(Z)
San Diego, Calif.	63	24	23	1	39	39	-	2	2	(Z)	(Z)	(Z)	-
San Diego	63	24	23	1	39	39	-	2	2	(Z)	(Z)	(Z)	-
Los Angeles, Calif.	1,769	630	629	1	1,139	1,139	(Z)	97	97	(Z)	12	12	(Z)
Los Angeles	1,203	297	296	1	906	906	(Z)	62	62	(Z)	10	10	(Z)
Long Beach	565	333	333	(Z)	232	232	-	35	35	(Z)	1	1	-
El Segundo	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Port Hueneme	-	-	-	-	-	-	-	-	-	-	-	-	-
San Francisco, Calif.	1,173	389	388	1	784	784	-	76	75	1	7	7	-
Eureka	-	-	-	-	-	-	-	-	-	-	-	-	-
San Francisco	346	234	233	1	112	112	-	65	64	1	1	1	-
Stockton	29	29	29	(Z)	-	-	-	4	4	(Z)	-	-	-
Oakland	39	39	39	(Z)	-	-	-	5	5	(Z)	-	-	-
Richmond	355	8	8	(Z)	347	347	-	(Z)	(Z)	(Z)	3	3	-
Alameda	11	8	8	-	3	3	-	1	1	-	(Z)	(Z)	-
Sacramento	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Martinez	313	-	-	-	313	313	-	-	-	-	2	2	-
Redwood City	23	23	23	-	-	-	-	(Z)	(Z)	-	-	-	-
Selby	4	4	4	-	-	-	-	(Z)	(Z)	-	-	-	-
Honolulu, Hawaii	850	86	86	(Z)	764	764	-	7	7	(Z)	6	6	-
Honolulu	847	83	83	(Z)	764	764	-	7	7	(Z)	6	6	-
North Pacific Coast Districts	1,159	966	940	26	193	193	-	35	35	(Z)	2	2	-
Portland, Oreg.	316	312	312	(Z)	4	4	-	18	18	(Z)	(Z)	(Z)	-
Astoria, Oreg.	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Coos Bay, Oreg.	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Portland, Oreg.	210	210	210	-	-	-	-	11	11	-	-	-	-
Longview, Wash.	40	36	36	-	4	4	-	4	4	-	(Z)	(Z)	-
Vancouver, Wash.	65	65	65	(Z)	-	-	-	3	3	(Z)	-	-	-

See footnotes at end of table.

Table 2.–U.S. GENERAL IMPORTS AND INBOUND INTRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING–Continued

Customs district and port	Shipping weight (in millions of pounds)							Value (in millions of dollars)					
	Grand total	Dry cargo			Tanker			Dry cargo			Tanker		
		Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
North Pacific Coast Districts—Continued													
Seattle, Wash.	842	653	627	26	189	189	-	16	16	(Z)	2	2	-
Seattle	254	237	233	4	17	17	-	12	12	(Z)	(Z)	(Z)	-
Tacoma	300	220	197	23	80	80	-	2	2	(Z)	1	1	-
Aberdeen-Hoquiam	-	-	-	-	-	-	-	-	-	-	-	-	-
Bellingham	129	38	38	-	91	91	-	(Z)	(Z)	-	1	1	-
Everett	90	90	90	-	-	-	-	(Z)	(Z)	-	-	-	-
Port Angeles	38	38	38	-	-	-	-	(Z)	(Z)	-	-	-	-
Port Townsend	30	30	30	-	-	-	-	(Z)	(Z)	-	-	-	-
Anacortes	-	-	-	-	-	-	-	-	-	-	-	-	-
South Bend	-	-	-	-	-	-	-	-	-	-	-	-	-
Olympia	-	-	-	-	-	-	-	-	-	-	-	-	-
Juneau, Alaska	1	1	1	-	-	-	-	(Z)	(Z)	-	-	-	-
Ketchikan	1	1	1	-	-	-	-	(Z)	(Z)	-	-	-	-
Wrangell	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Sitka	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Great Lakes Districts	86	86	86	(Z)	(Z)	(Z)	-	3	3	(Z)	(Z)	(Z)	-
Ogdensburg, N.Y.	4	4	4	-	-	-	-	(Z)	(Z)	-	-	-	-
Ogdensburg	4	4	4	-	-	-	-	(Z)	(Z)	-	-	-	-
Massena	-	-	-	-	-	-	-	-	-	-	-	-	-
Waddington	-	-	-	-	-	-	-	-	-	-	-	-	-
Buffalo, N.Y.	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Buffalo-Niagara Falls	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Rochester	-	-	-	-	-	-	-	-	-	-	-	-	-
Oswego	-	-	-	-	-	-	-	-	-	-	-	-	-
Sodus Point	-	-	-	-	-	-	-	-	-	-	-	-	-
Duluth, Minn.	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Duluth, Minn.	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
International Falls-Ranier, Minn.	-	-	-	-	-	-	-	-	-	-	-	-	-
Superior, Wis.	-	-	-	-	-	-	-	-	-	-	-	-	-
Milwaukee, Wis.	1	1	1	-	-	-	-	(Z)	(Z)	-	-	-	-
Milwaukee	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Marinette	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Bay	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Racine	-	-	-	-	-	-	-	-	-	-	-	-	-
Detroit, Mich.	64	64	64	(Z)	-	-	-	1	1	(Z)	-	-	-
Detroit	64	64	64	(Z)	-	-	-	1	1	(Z)	-	-	-
Saginaw-Bay City	-	-	-	-	-	-	-	-	-	-	-	-	-
Escanaba	-	-	-	-	-	-	-	-	-	-	-	-	-
Marquette	-	-	-	-	-	-	-	-	-	-	-	-	-
Muskegon	-	-	-	-	-	-	-	-	-	-	-	-	-
Rogers City	-	-	-	-	-	-	-	-	-	-	-	-	-
Presque Isle	-	-	-	-	-	-	-	-	-	-	-	-	-
Chicago, Ill.	17	17	17	(Z)	(Z)	(Z)	-	1	1	(Z)	(Z)	(Z)	-
Chicago, Ill.	17	17	17	(Z)	(Z)	(Z)	-	1	1	(Z)	(Z)	(Z)	-
East Chicago, Ind.	-	-	-	-	-	-	-	-	-	-	-	-	-
Gary, Ind.	-	-	-	-	-	-	-	-	-	-	-	-	-
Cleveland, Ohio[1]	1	1	1	-	-	-	-	(Z)	(Z)	-	-	-	-
Cleveland, Ohio	1	1	1	-	-	-	-	(Z)	(Z)	-	-	-	-
Toledo, Ohio	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Erie, Pa.	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandusky, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-
Ashtabula, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-
Conneaut, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-
Lorain, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-

- Represents zero.
Z Less than 500,000 pounds; less than 500,000 dollars.
[1]Port totals of Customs Districts having ports located in more than one coastal district should be combined to obtain total imports for the Customs District.

Table 3.–U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY TRADE AREA, TYPE OF VESSEL SERVICE, AND AMOUNT CARRIED ON U.S. FLAG VESSELS

(Shipping weight in millions of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Trade area	Total all vessels		Dry cargo vessels[1]						Tanker vessels	
			Total dry cargo		Liner		Irregular			
	Total shipping weight	U.S. flag	Total	U.S. flag	Total	U.S. flag	Total	U.S. flag	Total	U.S. flag
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all trade areas:										
Monthly average 1965	28,635	3,175	25,102	2,537	5,165	1,270	19,936	1,267	3,533	638
March 1965	30,001	4,760	26,240	3,797	6,936	2,162	19,304	1,634	3,761	963
February 1966	26,960	2,442	24,260	1,869	5,301	1,256	18,959	613	2,700	573
March 1966	30,922	3,118	26,567	2,496	5,654	1,489	20,913	1,006	4,355	623
Foreign trade areas except Canadian	30,320	2,980	26,135	2,392	5,646	1,486	20,489	906	4,185	588
Caribbean	925	172	876	169	512	156	364	13	49	4
East Coast South America	937	179	859	179	206	104	654	75	77	-
West Coast South America	433	106	415	106	228	77	187	28	18	-
West Coast Central America and Mexico	158	53	119	15	69	14	49	1	40	38
Gulf Coast Mexico	89	3	88	3	21	(Z)	67	3	(Z)	-
United Kingdom and Eire	1,481	76	1,309	76	422	76	886	(Z)	172	-
Baltic, Scandinavia, Iceland and Greenland	960	28	938	28	213	28	726	(Z)	22	-
Bayonne-Hamburg Range	6,803	113	5,784	113	931	113	4,852	(Z)	1,020	-
Portugal and Spanish Atlantic	637	18	584	18	53	18	532	-	52	-
Azores, Mediterranean and Black Sea	6,153	525	5,381	439	640	152	4,742	287	772	86
West Coast Africa	298	83	298	83	158	66	140	17	-	-
South and East Africa	460	111	406	111	122	77	285	34	53	-
Australasia	542	30	429	18	115	18	314	-	113	12
India, Persian Gulf and Red Sea	3,621	1,028	2,659	579	520	208	2,139	371	961	449
Malaysia and Indonesia	54	4	41	4	38	4	3	-	13	-
Far East-Southern Area, including Taiwan and Philippines	594	226	564	226	393	172	170	54	30	-
Far East-Northern Area, including Japan	6,175	223	5,383	223	1,004	202	4,378	22	792	-
Canadian trade areas	602	138	432	104	8	3	424	101	170	34
Pacific Canada	452	98	292	63	8	3	285	60	160	34
Great Lakes Canada	107	40	107	40	-	-	107	40	-	-
Atlantic Canada	42	(Z)	33	(Z)	(Z)	-	32	(Z)	10	-

- Represents zero.
Z Less than 500,000 pounds.
[1]Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

Table 4.–U.S. GENERAL IMPORTS OF MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY TRADE AREA, TYPE OF VESSEL SERVICE, AND AMOUNT CARRIED ON U.S. FLAG VESSELS

(Shipping weight in millions of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Trade area	Total all vessels		Dry cargo vessels[1]						Tanker vessels	
			Total dry cargo		Liner		Irregular			
	Total shipping weight	U.S. flag	Total	U.S. flag	Total	U.S. flag	Total	U.S. flag	Total	U.S. flag
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all trade areas:										
Monthly average 1965	42,599	2,595	20,553	1,728	3,648	773	16,905	955	22,045	867
March 1965	44,032	2,237	19,153	1,642	4,931	1,162	14,222	480	24,879	595
February 1966	35,143	2,019	13,200	1,082	3,767	848	9,432	234	21,943	937
March 1966	43,965	2,550	16,939	1,239	4,358	967	12,581	272	27,026	1,311
Foreign trade areas except Canadian	40,961	2,427	13,998	1,121	4,160	929	9,838	192	26,963	1,306
Caribbean	27,175	861	5,580	136	186	30	5,394	106	21,595	725
East Coast South America	669	129	546	129	199	76	347	53	123	-
West Coast South America	1,258	131	1,172	131	315	130	857	1	86	-
West Coast Central America and Mexico	453	30	356	30	32	1	324	29	97	-
Gulf Coast Mexico	674	1	176	1	48	1	128	-	498	-
United Kingdom and Eire	327	51	282	51	134	51	88	(Z)	45	(Z)
Baltic, Scandinavia, Iceland and Greenland	315	12	315	12	207	12	108	(Z)	(Z)	-
Bayonne-Hamburg Range	1,236	95	1,203	95	823	94	380	1	33	-
Portugal and Spanish Atlantic	96	17	96	17	60	17	36	(Z)	(Z)	-
Azores, Mediterranean and Black Sea	1,611	79	390	79	304	79	86	(Z)	1,221	-
West Coast Africa	1,536	124	1,318	46	191	46	1,127	(Z)	218	78
South and East Africa	293	67	293	67	141	67	152	-	(Z)	-
Australasia	114	30	114	30	113	30	1	(Z)	(Z)	-
India, Persian Gulf and Red Sea	2,294	570	196	68	170	68	26	(Z)	2,098	502
Malaysia and Indonesia	948	21	103	21	103	21	(Z)	(Z)	845	-
Far East-Southern Area, including Taiwan and Philippines	679	71	597	71	210	71	387	(Z)	82	-
Far East-Northern Area, including Japan	1,280	135	1,258	135	863	134	395	1	22	-
Canadian trade areas	3,005	122	2,942	118	199	38	2,743	80	63	4
Pacific Canada	1,168	113	1,155	109	180	35	975	74	13	4
Great Lakes Canada	36	9	36	9	6	3	30	6	-	-
Atlantic Canada	1,800	(Z)	1,750	(Z)	12	-	1,738	(Z)	50	-

- Represents zero.
Z Less than 500,000 pounds.
[1]Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

Table 5.–U.S. EXPORTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO UNDER THE U.S. FOREIGN AID PROGRAMS, AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO-COASTAL DISTRICT OF LADING BY TYPE OF VESSEL SERVICE AND AMOUNTS CARRIED ON U.S. FLAG AND FOREIGN FLAG VESSELS

(Shipping weight in thousands of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

U.S. Coastal district of lading	Total all vessels				U.S. flag vessels			Foreign flag vessels		
	Grand total	Liner service	Irregular or tramp service	Tanker vessel	Liner service	Irregular or tramp service	Tanker vessel	Liner service	Irregular or tramp service	Tanker vessel
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all coastal districts:										
Monthly average 1965	60,825	47,658	13,167	-	37,762	11,914	-	9,896	1,253	-
March 1965	89,729	63,792	25,937	-	53,284	21,846	-	10,508	4,091	-
February 1966	55,550	48,336	7,208	6	26,716	7,173	6	21,620	36	-
March 1966	99,591	79,092	20,495	4	66,186	19,916	-	12,907	579	4
North Atlantic ports	32,307	28,318	3,985	4	18,738	3,408	-	9,580	578	4
South Atlantic ports	3,817	645	3,172	-	427	3,172	-	218	-	-
Gulf Coast ports	27,243	26,462	780	-	24,395	780	-	2,068	-	-
South Pacific ports	17,599	13,780	3,819	-	12,770	3,819	-	1,011	-	-
North Pacific ports	17,962	9,225	8,737	-	9,194	8,737	-	31	-	-
Great Lakes ports	662	662	-	-	662	-	-	-	-	-
Puerto Rico, Hawaii and Alaska ports	1	-	1	-	-	-	-	-	1	-

- Represents zero.
Z Less than 500 pounds.

Table 6.–U.S. EXPORTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO UNDER U.S. FOREIGN AID PROGRAMS, AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO--TRADE AREA BY TYPE OF VESSEL SERVICE AND AMOUNT CARRIED ON U.S. FLAG VESSELS

(Shipping weight in thousands of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Trade area	Total all vessels		Dry cargo vessels[1]						Tanker vessels	
			Total dry cargo		Liner		Irregular			
	Total shipping weight	U.S. flag	Total	U.S. flag	Total	U.S. flag	Total	U.S. flag	Total	U.S. flag
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all trade areas:										
Monthly average 1965	60,825	49,676	60,825	49,676	47,658	37,762	13,167	11,914	-	-
March 1965	89,729	75,129	89,729	75,129	63,792	53,284	25,937	21,846	-	-
February 1966	55,550	33,894	55,544	33,889	48,336	26,716	7,208	7,173	6	6
March 1966	99,591	86,101	99,587	86,101	79,092	66,186	20,495	19,916	4	-
Foreign trade areas except Canadian	99,587	86,097	99,582	86,097	79,088	66,181	20,495	19,916	4	-
Caribbean	274	69	274	69	273	69	1	-	-	-
East Coast South America	361	256	361	256	361	256	-	-	-	-
West Coast South America	597	237	597	237	597	237	-	-	-	-
West Coast Central America and Mexico	12	10	12	10	12	10	-	-	-	-
Gulf Coast Mexico	-	-	-	-	-	-	-	-	-	-
United Kingdom and Eire	303	294	303	294	299	294	4	-	-	-
Baltic, Scandinavia, Iceland and Greenland	912	244	912	244	898	230	14	14	-	-
Bayonne-Hamburg Range	6,553	859	6,553	859	6,258	565	294	294	-	-
Portugal and Spanish Atlantic	45	40	40	40	9	8	32	32	4	-
Unidentified countries in Western Europe	-	-	-	-	-	-	-	-	-	-
Azores, Mediterranean and Black Sea	21,846	21,297	21,846	21,297	19,521	18,973	2,325	2,325	-	-
West Coast Africa	140	139	140	139	140	139	-	-	-	-
South and East Africa	8	8	8	8	8	8	-	-	-	-
Australasia	582	261	582	261	582	261	-	-	-	-
India, Persian Gulf and Red Sea	9,745	8,402	9,745	8,402	7,763	6,994	1,983	1,409	-	-
Malaysia and Indonesia	59	50	59	50	59	50	-	-	-	-
Far East-Southern Area, including Taiwan and Philippines	43,966	40,371	43,966	40,371	28,699	25,104	15,267	15,267	-	-
Far East-Northern Area, including Japan	14,185	13,558	14,185	13,558	13,609	12,982	575	575	-	-
Canadian trade areas	4	4	4	4	4	4	-	-	-	-
Pacific Canada	4	4	4	4	4	4	-	-	-	-
Great Lakes Canada	-	-	-	-	-	-	-	-	-	-
Atlantic Canada	-	-	-	-	-	-	-	-	-	-

- Represents zero.
Z Less than 500 pounds.
[1]Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

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